

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4839

號三初月四年一十三緒光

SATURDAY, MAY 6, 1905.

六拜禮

號六月五英港香

310 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,710,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOWANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,

Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goets, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND SMITHS
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½
per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on LINE
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tsch. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau. Tsinanfu.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,

Manager.

Hongkong, 1st April, 1905. [21]

Insurance.

JOINT GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th March, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,947,200
RESERVE FUND.....GOLD \$3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business;
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,

Manager.

20, Des Vaux Road,

Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896

Shanghai Taels.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1½ per Annum Fixed Deposits for 3 months.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA
SINGAPORE, PENANG,
COLOMBO, PORT SAID and
MARSEILLES. PERA A. L. Valentini About 10th May Freight only.

YOKOHAMA VIA SHANGHAI,
MOI, and KOBE. PALERMO About 13th May Freight only.
(Passing through the Inland Sea) E. G. Andrews May

SHANGHAI. BENGAL About 19th May Freight and
G. Phillips May Passage.

LONDON, &c. CHUSAN May 20th Noon See Special
H. W. Kendrick, R.N.R. Advertisement

For Further Particulars apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 6th May, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:

BRINSMEAD, STEINWAY, BROADWOOD,
COLLARD & COLLARD, CHALLEN,
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism
is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the
East.

TUNING and REPAIRING attended to by experienced European Assistants.
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline corrective.
It mixes well with Wines and Spirits without in any way destroying the
flavour.

Sole Agents for Hongkong—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [17]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.

W. H. ALLEN & SONS, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 19th February, 1905. [20]

Intimations.

Bovril is an ideal food for the strong
and the weak. Bovril imparts extra
vigor to the healthy, greater strength
to the ailing. Bovril is, moreover, a
true friend in the kitchen. It adds
nourishment, and gives a delightful
"twang" to soups, sauces, gravies
and entrees.



[57]



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

Hongkong, 6th May, 1905. [41]

ACHEE & CO.

ESTABLISHED 1859.

DEPOT

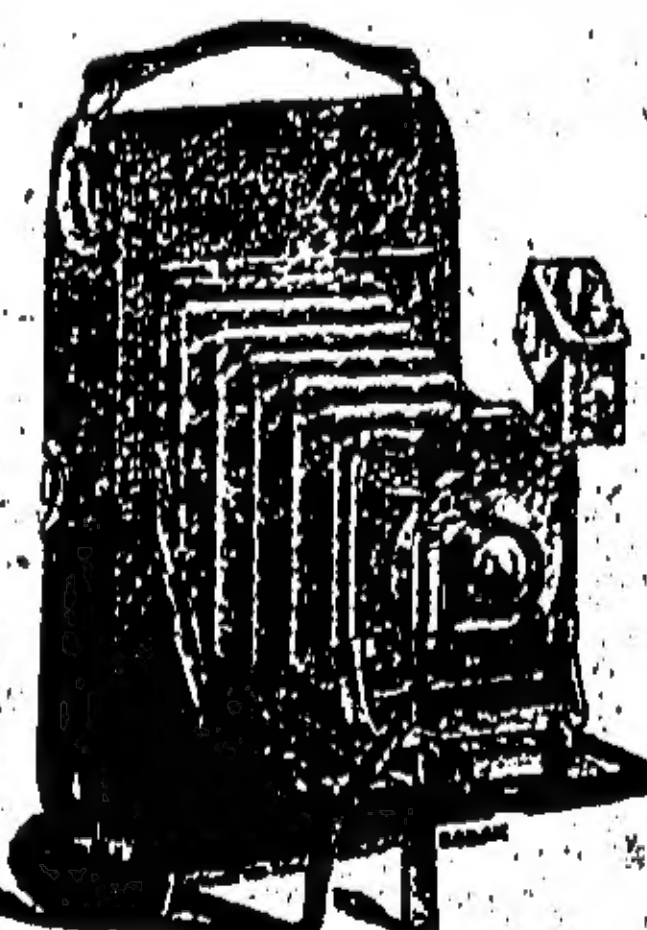
for

EASTMAN'S

KODAKS, FILMS

and

ACCESSORIES.



HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Acting Manager.

Hongkong, 7th February, 1905. [20]

MACAO AND CANTON

HOTELS.

A LITTLE

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises).

For good CLARETS.

For good BURGUNDIES.

For good CHAMPAGNES.

For good RHINE WINES.

For good LIQUEURS.

For good PORTS and SHERRIES.

For good WHISKIES.

For good BRANDIES.

For everything which is good in the
drinking line.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 23rd December, 1904.

NOTICE
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—£30 per annum.

WEEKLY—£12 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is

accessible to messenger. On copies sent by post an

additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-

five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 6, 1905.

THE CHINESE GOVERNMENT
AND THE MACKAY TREATY.

Hongkong might well emulate the example set by the public-spirited mercantile community of Shanghai, in strenuously striving for their rights and rigorously setting forth their claims to justice when matters of public moment are concerned. To take the two most recent examples of this argument which has characterised the merchants of the northern port, we have only to recall the action taken by the shareholders of Farnham, Boyd and Company, in issuing a circular setting forth their demands, and the protest, addressed to Lord Lansdowne, by the leading firms of Shanghai, on the subject of the evasion of the terms of the Mackay Treaty by the Imperial Chinese Government. Here in Hongkong, protests, when they are heard at all, are confined to desultory discussions at the Club, or conversations between aggrieved individuals; but when it is proposed to formulate these protests in concrete shape the promoter of the movement meets with but indifferent support, and often receives but scanty thanks for the energy and loss of time he has given in the interests of those who, with him, recognise that their grievances need redress. It is seldom that in Hongkong a combined representation is made when matters of public importance demand the action of a combined body of business men. The Chamber of Commerce is regarded, on the whole, as the chief body in which is vested the power of conserving the interests of the mercantile community of Hongkong. No one will gainsay the fact that the functions of the Chamber have at all times been discharged with the utmost precision in the protection of the interests which come within their sphere of influence; but there are times when even that cosmopolitan body may not exercise the power which a combination of personal representations would have, independent of the action of the Committee of the Chamber. Shanghai lost no time in invoking the aid of the Chamber of Commerce when Mr. Edward S. Little pointed out in the columns of our senior morning contemporary in the Settlement that the Chinese Government had seriously and persistently evaded its obligations and responsibilities under the Treaty concluded by Sir James Mackay on behalf of Great Britain in 1902. It may be said that the larger interests affected in the North demand greater promptitude of action, but nevertheless our own interests in the South have to be safeguarded, and it is not greatly to the credit of the mercantile community of Hongkong that the articles of the Treaty affecting the commercial interests of this port should have been allowed to remain in abeyance for so long a time, with only periodical protests on the part of the Press against the apathy of the Imperial Government of China, in carrying out the undertakings solemnly entered into under the Mackay Treaty. The question of the national coinage of China affects us quite as keenly as it does Shanghai. The provisions of Article 2 have, so far, been allowed to fall into desuetude and our mercantile system remains wedded to that of China with all its uncertainties and anomalies. Dissatisfaction is bound to exist where business is carried on with a currency which has no stability in relation to gold—the currency of the countries whence we obtain our imports. The *Wan* question continues in the unsatisfactory position it has occupied for years. No attempt has as yet been made to give effect to the provisions of Article 4, which has reference to the relative position of Chinese and British shareholders in British joint stock companies. It is a sore grievance that in cases where Chinese subjects become shareholders of public companies registered under the English Acts no redress can be obtained through the Courts in compliance with the articles of association of British companies. For some time past, notifications by the Imperial Mar-

itime Customs have appeared in the local Press calling for tenders for the removal of the artificial obstructions to navigation in the Canton river. As is well known, these obstructions are a serious hindrance to the shipping which enter at and clear from the port of Canton. By the Shanghai Treaty of 5th September, 1902, the Chinese Government undertook to remove those obstructions "within two years of the signing of the treaty," and in strict accordance with the letter of the compact these obstructions should have been removed before the close of 1904. Yet they exist to the present day and the slow progress of the work must be put down to the apathy of the Government, who regard with so much indifference the solemnity of the undertaking they entered into, disregarding the letter as well as the spirit of the compact. By Clause 1 of Article 5, the Chinese Government also agreed "to improve the accommodation for shipping in the harbour of Canton and to take the necessary steps to maintain this improvement, such work to be carried out by the Imperial Maritime Customs and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and Customs." These improvements are yet far from being completed and although the reclamation of the river front has been initiated, it is in a far greater measure due to the enterprise of private individuals and firms than to the outcome of any desire on the part of the Imperial Chinese Government to carry out their obligations under the Treaty. To go into details regarding the non-observance of the stipulations impressed on the Chinese Government, and the efforts made by Sir James Mackay to place his compatriots on a better footing, would greatly exceed the scope of a single article. There is sufficient evidence to indicate, however, that in the South, as in the North, the Chinese Government have treated the subjects of Great Britain in this part of the world with that inconsiderateness and levity which has marked the attitude of that Government ever since the days of Sir James Macartney, when our Ambassador was held up to the Eastern world as a tribute-bearer to the Son of Heaven.

LOCAL AND GENERAL.

* COMMERCIAL intelligence is printed on page 7.

THE English Mail of the 8th April was delivered in London on the 6th inst.

THE Hon. Mr. A. W. Brewin is going on leave and Mr. J. R. Wood will act temporarily as Registrar General.

MEMBERS of the Naval and Military Lodge 818 S.C. are giving a smoking concert in the Masonic Hall this evening.

UNADAR Ikbai Singh, Hongkong and Singapore Battalion, R.G.A., has been appointed hon. A.D.C. to H.E. the Governor with effect from the 15th March last.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinance to give effect to Article VIII of the Brussels Sugar Convention, 1902.

A JAPANESE was fined \$200 by Mr. G. N. Orme at the Magistracy, for selling liquor at his shop, Praya East, without a licence. The complainant was a Japanese woman, living next door to the liquor dealer.

CAPT. A. A. H. and Mr. Milroy who, for some years past, have been in charge of the Sailors' Home, are proceeding to the old country on the 10th inst. They were entertained at dinner by a number of friends at the Hongkong Hotel last evening.

THE General Officer Commanding will inspect the 129th Baluchis on Whitfield Barracks Parade Ground at 9.30 a.m. on Tuesday next. At the same time he will present the 3rd Class Order of Merit to a Native Officer of the 19th Infantry.

UNDER instructions from the Secretary of State for the Colonies, H.E. the Governor has been pleased to recognize, provisionally, pending the issue of an exequatue, Antonio Alexandrino Heytor Botelho, as Consul for Nicaragua at Hongkong.

THE following returns of the average amount of Bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 30th April, as certified by the managers of the respective Banks, are published in the *Gazette* as follows:—

| Banks. | Average Amount. | Specie in Reserve. |
|---|-----------------|--------------------|
| Chartered Bank of India, Australia and China, | \$3,553,915 | \$2,400,000 |
| Hongkong and Shanghai Banking Corporation, | 15,743,920 | 11,000,000 |
| National Bank of China, Limited, | 165,632 | 100,000 |
| Total, | \$19,463,467 | \$13,500,000 |

The following names have been added to the list of authorized architects under the Public Health and Buildings Ordinance, 1903: William Lionel Wreford Weaver and Abdool-hossen Abdoolahim.

CURIOUS Japanese and Chinese signs are often recorded in local columns, but a really remarkable one, which is at least candid, appears on a board outside a European hotel in Des Voeux Road, Central. The legend runs: "Our goods cannot be unsurpassed."

A MEETING of Justices of the Peace will be held at the Magistracy, at 2.15 p.m. on Monday, the 15th inst., for the purpose of considering an application for the transfer from Wallace Archie Ward to one Harry Matru, of an adjourned licence to sell and retail intoxicating liquors on premises situate at No. 51, Des Voeux Road, Central, known as "The Owl Gr II and Oyster Room."

REGULATION 2 of the regulations for the management of Queen's College by a governing body, as amended with the approval of the Secretary of State for the Colonies, is published in the following terms:—2. The Governing Body shall consist of not less than five nor more than seven members appointed by the Governor, who may, at his pleasure, require any one or all of them to resign, and who may fill up temporary vacancies as they may occur.

ACCORDING to the *Birmingham Daily Mail*, the Government has decided to confine the issue of the new rifle at present to mounted troops. The intention of the Government is to suspend the manufacture of the rifle in order that the weapon may be much more thoroughly tested. It, however, it is found that it comes up to expectations, the infantry will be armed with it. It is not at all unlikely that a weapon will be designed which will contain all the admitted advantages of the new rifle, and will have a longer and stronger barrel.

THIS morning Inspector Frith, of the Sanitary Department, heard some suspicious noises emanating from the house adjoining his residence in Water Street, West Point, and as there were faint cries audible, he went to investigate the matter, and looking through a window he saw two Chinese ruffians snatching some baggage from the wrist of a Chinese woman who resided there. Seeing they were observed the violent robbers tried to bolt, but the inspector succeeded in effecting their arrest, and they were placed in the lock-up to await their trial.

ANOTHER example of the selfishness of the Indian constables' turbans was brought to light this morning, when a constable, very No. 703, while on duty on Praya East, heard cries proceeding from the sea in front of Blue Buildings. On going to the spot he discovered a bluejacket—who turned out to be Alfred Lowell, of H.M.S. *Andromeda*—in the water, and he at once unwound his voluminous turban and threw one end of it to the bluejacket, who caught and held on to it, while the constable pulled for a sampan. He kept the man up until a native boat came along and picked up the exhausted man. The latter, on being brought ashore, was removed to the Naval Hospital, where by means of artificial respiration, he was brought round, but being in an extremely exhausted condition was detained for treatment.

IN the early hours of this morning Chinese constable 330, while on duty in Queen's Road, East, discovered a sailor lying drunk at the side of the road, two Chinamen attempting to pick his pockets, and a third mounting guard in the middle of the street. On the approach of No. 330 one of the men bolted, but the lunk succeeded in arresting another of the would-be pickpockets, as well as the *cave canem* man. They were placed by Inspector Gauld before Mr. F. A. Hazeland at the Magistracy this morning, and each sentenced to three weeks' hard labour. Nothing was found either on them or on the sailor, so it is not known if the third man managed to get away with any property. The sailor, who did not appear to know whether he had lost anything, was charged with being drunk and incapable in the public streets, and fined \$5 with the alternative of seven days. He went in.

SHIPPING JEISAN.

The Hamburg-America line has decided to construct six river steamers of light draught for use on the river Nile.

It is notified in the *Gazette* that ships conveying Chinese passengers, under the provisions of the Chinese Emigration Ordinance, 1889, will not be allowed to carry them on the upper weather deck, between the 1st of June and 15th of October inclusive.

Mr. T. R. Nicol, second officer of the British steamer *Taming*, was found guilty in the court of first instance at Manila the other day, of interfering with a customs official in the performance of his duties and of striking guard F. Buenaventura, and sentenced to be imprisoned for three hours and to pay a fine of 100 dollars. Mr. Nicol's attorney, gave notice of appeal to the Supreme Court and a bond was fixed at \$200. When the *Taming* sailed for Cebu Mr. Nicol did not go with her, as the *Cebu* captain refused to assume the responsibility of taking him away from Manila while under bail awaiting the decision of the court in his case.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In the light of what a correspondent reports as to "gross impudence" towards the ricksha puller I venture to say that this class of labourer is but one of a type in Hongkong which in the absence at times, of the police often fail to gain satisfaction under injustice and assault.

Such another is the cargo labourer who is needlessly endangered, especially out west, by the rapid transit of unnecessary tram-cars with self-important drivers!

Having no substantial interest in any of these numerous godowns I cannot state a case, otherwise plain representations would long ago have come under the notice of the Tramway management.

Again, in passing No. 22, in a ricksha recently somewhat late in the evening I noticed nearly double the number of Chinese passengers legally, I take it, permitted in a closed car. Surely in many directions there is need of greater supervision of the cars and, if such a thing is possible, of setting bounds to the conceit of drivers and some conductors.

It would be appropriate, perhaps serviceable, if each car had a number in conspicuous Chinese characters on the outside.

I enclose my card, but sub.scribe myself

LOW LEVEL.

Hongkong, 6th May, 1905.

CRAIGENGOWER CRICKET CLUB.

"AT HOME"

Members of the Craigenower Cricket Club are "at home" to their friends at the Happy Valley this afternoon when, thanks to the enterprising officials, a most enjoyable time is being spent in watching various races and listening to the band of the 19th Infantry, by kind permission of Lieut.-Col. Aiken and Officers, playing selections. The officers of the Club are:—President, Mr. W. D. Braidwood; Captain, Mr. L. E. Lammer; Committee, Messrs. M. E. Asger, F. J. Baker, R. Bass, J. P. Jordan, J. D. Kennard, L. A. Kennard, L. A. Rose and J. L. Stuart; Hon. Treasurer, Mr. G. Rapp, and Hon. Secretary, Mr. A. E. Asger. The events on the programme include a 30 yards' wheelbarrow race, 50 yards' blindfold race, a 100 yards' race for girls under 12, ladies' nomination race, a visitors race, and two fancy races. After these have been decided Mr. T. Sercombe Smith, the president of the Hongkong Cricket League, will present the shield to wood will hand the prizes to the successful competitors in the various events of the afternoon.

THE TZAR'S NEWSPAPER.

As several inaccurate details concerning the newspaper reading of the Tzar have appeared of late in the foreign Press, the following particulars may be of interest, for they are absolutely authentic. A special department attached to the Foreign Office deals with all foreign newspapers that reach the capital, and the greatest care is taken to make sure that nothing unsuitable or disturbing shall meet the Tzar's eyes. Excerpts are taken from the foreign newspapers; in certain cases translations are made, and the cuttings and translations are then made up into a newspaper and printed expressly for the Tzar. In addition to this strange form of news-sheet the Tzars have always had their favourite newspapers; thus, Alexander III., having been a fellow-collegian with Prince Meshchersky, used to read daily the *Grazhdanin* (Citizen), which the Prince edited, and of which the greater part was written by him. Nicholas I. had a fancy for reading the *Koksh*, or *Bell*, which came out in London and was edited by the Nihilist Herzen, who was a Jew by race but a Russian at heart. But, on several occasions the Court faction succeeded in printing its own copy of the *Koksh*, and in substituting it for the original; of course, this was one whenever Herzen had been particularly pungent in his criticisms of the shortcomings of the Court officials. The type and the paper were counterfeited so exactly, that the Tzar did not suspect any trickery until one morning when Herzen managed to get a copy of his paper placed before the Tzar at breakfast. Shortly afterwards the "revised version" of the newspaper was presented to the monarch and this resulted in one of those outbursts of wrath for which Nicholas I. was celebrated.

Since the beginning of his reign the present Tzar reads certain English papers without any "blackening out" having been done to them. The censor of the Press is far from being always in harmony with the wishes of his Imperial master with regard to the Press generally. Thus the Tzar used to read the *Rossiya*, which came so often under the censor's ban. At last the censor forbade the *Rossiya* to be sold in the streets in single copies, and on that same day the Tzar sent an aide-de-camp to renew his subscription to the newspaper in question. Probably the most interesting book in the archives of the Censor of the Foreign Press is a large scrap-book which contains such portions as have either been excised or "blackened out" in the copies of newspapers intended for privileged readers; that is to say, if an extract is destroyed, then the same extract is taken from another copy of the newspaper and preserved for reference. This scrap-book is accessible occasionally to the Censor's intimate friends.

THE BALTIC FLEET.

AGAIN SIGHTED.

Captain Kohle, of the German s.s. *Tringtan*, which arrived this afternoon from Bangkok via Kohai Chang, reports that on the 3rd inst., between two and three o'clock in the afternoon, he sighted 21 Russian men-of-war at Van Fong Bay, and 14 others, mostly cruisers, off "Three King's" Point, about ten miles distant. They were cruising about but did not signal the *Tringtan*. Captain Kohle also saw a French man of war, about the same time, steaming from the Bay towards Saigon.

A wire from Tokio, of 2nd inst., printed in the *Cablenews* states:—

Tokio, May 2.—It is reported here that Admiral Togo has decided, in pursuance of the naval plan outlined by the war department to avoid if possible a general engagement with the Baltic Squadron of Admiral Rojestvensky. It is the opinion of the government that Japan has everything to lose in the event of a defeat and that the longer the Russian squadron remains in Eastern waters, without a base the easier it will be to handle when the time comes.

Naval experts who are in close touch with the war department have expressed the opinion that the proper strategy is to endeavour if possible to harry the squadron of Rojestvensky and to destroy with swift cruisers some of the enemy's ships under cover of fog or heavy weather. The opinion is expressed here that one of two courses will be pursued by Rojestvensky. Either he will attempt to escape north of the Philippines into the Pacific and make his way thence by a circuitous route to Vladivostok or else to capture one of the ports on the southwest coast of Formosa, where there are several small harbours, and make this a base from which to operate. The national sentiment here is intense, both government and populace realising that unless Rojestvensky is defeated all the military successes in Manchuria will be valueless.

Certain Hodgins, of the s.s. *Hutching*, which arrived in port this morning from Amoy, reports that at about 6.45 o'clock on the evening of the 4th inst., when 18 miles N.E. of Amoy he sighted five vessels, which appeared to be battleships, but which he could not see clearly, as it was dusk and the weather was hazy. These vessels had no lights, and were not steaming though it could not be seen whether they were at anchor or not.

MOVEMENTS OF THE U.S. FLEET.

The vessels of the American fleet yet at Cavite will, it is understood, be dispatched to different points on this station within the next few days. The cruiser *Albatross* was scheduled to leave Cavite on the 3rd for Shanghai, while the *Oregon* will proceed to Cheloo, as also the *Wisconsin*, which is yet at Olongapo. The nav. transport *Zafro* was said to be scheduled to sail for Bremerton, Washington, on the 6th inst., while the big battleship *Owens* was due to arrive at Cavite on the same date. Rear Admiral McCalla, who it has been stated all along was to come to this station on the *Ohio* and assume the chief command of the Asiatic fleet, is not aboard, and naval officials are all at sea concerning his actual assignment.

A great deal of interest is manifest and speculation in rife, as to whom the department at Washington will assign to command the cruiser and Philippine squadrons. Both of these require the assignment of a staff officer and just who the two rear admirals will be is as yet a matter of conjecture.

The *Wilmington* is laid up indefinitely for repairs, while her sister ship the *Helena* is liable to prove a total loss to the government owing to her bottoms having been sprung. She was but recently put out of commission at the Cavite yard, and a report of her injuries forwarded to Washington. The torpedo fleet, with the exception of one vessel at Cavite is making its headquarters at Malampaya sound, island of Targue. These tiny vessels which have proven such a factor in modern warfare, are to stay indefinitely. Six months stores are said to have been shipped to them from Cavite. The cruiser *Cincinnati* is at Cheloo and is understood to be acting as a base of supply to the marines who are guarding the American legation in Seoul, Korea. Most of the naval people are hoping that the government will strongly reinforce the strength of the United States Asiatic fleet, in comparison with the naval strengths of the other great powers. It is the opinion of most people in the naval branch of the service, that Rear Admiral Evans' recommendations on this subject when commander in chief of this station, will eventually be carried out, but when? That is the perplexity, says the *Cablenews*.

With the three new battleships of this station, the battleships of the Asiatic fleet, *Oregon*, *Wisconsin*, *Ohio*, *Kentucky*, and *Texas*, will equal any foreign fleet in the east, says the *Manila Times*.

The only thing which can make the United States navy in eastern waters take low rank in any international affair, is that lack of a vice-admiral. The French and British fleets are both commanded by vice-admirals, who both rank with the fleet commander of the United States.

SHIPPING AND MAILES.

MAILS DUE.

Canadian (*Athenian*) 8th inst.
German (*Bayern*) 9th inst.
German (*Preussen*) 9th inst.
Indian (*Kunyang*) 9th inst.
American (*Doris*) 13th inst.

The Imperial German Mail s.s. *Preussen* left Shanghai to-day at 4 a.m., and may be expected here on Tuesday a.m.

The Imperial German Mail s.s. *Bayern* carrying the German Mails with dates from Berlin of the 11th ult., left Singapore on Friday at 9 a.m., and may be expected here on 6th inst.

TELEGRAM.

[Rout.]

The King in Paris.
IS IT PEACE?

LONDON, 4th May.

After lunching with the Marquis of Drexell yesterday, the King had over an hour's interview with M. Delcassé who was the only guest.

M. Delcassé returned to the Foreign Office manifestly highly pleased.

Considerable importance is attached to the incident in French official circles, especially in view of the fact that the King had twenty minutes' close conversation with the German Ambassador after the banquet at the Elysée.

LONDON, 5th May.

THE KING'S RETURN.

Mr. Balfour, Lord Lansdowne, and Mr. Aker Douglas met the King at Victoria Station on his return from France.

It is reported that, at the King's desire, His Majesty had some minutes' conversation then, before driving off.

Germany and Turkey.

Count Tattenbach takes to the Sultan the Grand Cross of the Red Eagle set in brilliants.

Dinner of the Japan Society
in London.

Viscount Hayashi presided at the dinner of the Japan Society.

Lord Redesdale, in toasting the Mikado, extolled the memorable achievements of his reign, and hoped, when the time came to renew the Alliance, that it would be renewed in no grudging spirit.

THE PO LEUNG KUK.

SATISFACTORY FINANCES.

Several weeks since we referred to the immense value of the work being done in Hong Kong under the auspices of the Po Leung Kuk, and have now to acknowledge the receipt of the report of the Society for the year 1904. From this we learn that the following twelve gentlemen were elected to act as managing committee for the twelve months under review:—Messrs. Chan Lau-hin, Cheung Shun-shan, Chau Hing-kei, Lam Shau-ling, Tong Lai-chun, Ng Pek-ying, Tsui Tze-chong, Tang Ching-nong, Tang Lan-kuk, Chan Kan-hing, Chau Cheuk-fan and Lau Shiu-chien.

Mr. Lau Wai-chuen and Mr. Wei Long-shan continued to act as treasurers.

The balance to the credit of the Society on the 31st December was \$15,825 compared with \$1,981.17 at the close of 1903. Of this balance, \$15,000 is a portion of the endowment fund and not to be treasured upon. The expenditure includes a considerable sum spent on adorning the floor of the Tung Wa Hospital dispensary to the uses of the Society and on furnishing it. The financial position of the Society is therefore satisfactory.

The subscriptions for the year amounted to \$8,175, as against \$5,715 in 1903, and \$7,248 in 1902. The committee in charge of the various relief, thus ceremonies held on feast days at the Mau Men Temple subscribed \$1,992, and the lessees of the Chinese Theatre \$1,875. The Carpenters' Guild and the Russian Manufacturers' Guild have been dissolved and have therefore dropped-out of the list of subscribers. The society has to thank the Flour Guild, the Sandal Guild and the Boarding-house Guild for becoming annual subscribers as also the lessee of the Tai Ping Theatre.

The actual sum spent by the managing committee was \$5,421.9 compared with \$4,180.03 in the preceding year. Messrs. Lo Mui-shuk and Fok Shiu-chi, kindly undertook the task of auditing the accounts.

The visiting justices during the year have been Mr. Chan A. Fook, Mr. Duncan Clark and Mr. Chau Shu-ki.

Monthly meetings of the permanent board of direction have been held, and have been attended by two or more members of the annual committee.

536 women, 102 girls and 31 small boys, making a total of 669 individuals, were admitted into the home.

The question of the best method of disposal of the young girls rescued from an immoral life has been the subject of earnest consideration and prolonged discussion. It was felt that the home was not altogether a satisfactory place in which to detain girls for more than a short time, and finally it was resolved to invite the assistance of the Italian Convent. The authorities of the Convent readily agreed to admit these girls, and now when the guardians of girls under 16 years of age are unable to find proper security, the girls are sent to the Convent. The society is extremely grateful for being relieved of a task which they felt themselves unable to perform satisfactorily.

The separation of the various classes of inmates of the home is carefully attended to, and an endeavour is made to give them regular instruction in needle-work and in their own language and to keep their time occupied. The needlework teacher has been attached to the home for a number of years, but some difficulty is found in obtaining a suitable teacher of Chinese.

Towards the close of the year an offer was made by a European lady to pay regular visits to the home and to instruct the inmates in needlework. This offer has been thankfully accepted and it is hoped that the girls will derive great benefit from the visits.

A severe epidemic of beriberi occurred during the summer. The women's quarters were vacated, and the inmates distributed between the Tung Wa Hospital and the Italian Convent. The society desires to express their thanks to both these institutions for their help.

TO SAVE THE "SULLY."

DESCRIPTION OF THE
COFFER-DAM.

BUILT FROM A RUSSIAN OFFICER'S IDEA.

A huge unwieldy, coffin-shaped box cut in half, flat-ended, flat-sided, and flat-bottomed—such was the first impression of the coffer-dam (which was launched to-day) as it lay on the slip. Rising to a height of 35 feet and spanning 8 feet at its broadest part, the coffer-dam which is going to raise the French cruiser *Sully*, now lying on the rocks in the Bay of Along, was by no means a beauty in appearance. Painted black all over, its curious sight, was enhanced, and the strange uncouthness of the machine, or boat or whatever it may be called, seemed to affect even the coolies who were working on the structure.

PROFITING THE JOSS.

Last evening when a few gentlemen, including a representative of the *Hongkong Telegraph*, had a look at the coffer-dam, as the stagings were being taken down and the last nails hammered into the structure, a curious sight was witnessed. At the fore end of the coffer-dam, long planks, or slips, had been laid down, on which the coffer-dam might glide smoothly into the sea. Coolies were busily greasing the slips and giving the few last touches to the arrangements. Then came half-a-dozen coolies armed with joss-sticks, joss-paper and bowls of real rice and fish. It was the offering to the gods to speed the coffer-dam on her mission to the *Sully*. They lighted the joss-sticks, burned up endless millions of paper currency, and offered up the eatables to the chin-chin joss. When all was completed they had a sort of miniature bonfire of the fragments of everything, in fact, except the "chow," which was carefully taken away by the very smallest boy in the yard. The god of the waters had been propitiated, and the successful launching of the coffer-dam was assured. Whether the success of the mission to the *Sully* could also be made certain by the same inexpensive measures is another question.

THE RUSSIAN OFFICER'S SUGGESTION.

The origin of the idea to construct a coffer-dam forms an unusually piquant piece of modern history. It seems that the interested Russians at Kowloon have been following the efforts to refloat the *Sully* with the greatest interest. Like all prisoners who have nothing to do, they puzzled out the question as to the best means of refloating the cruiser. A sunken cruiser here or there was a common sight to many of them, when they were spending endless days and weary nights "chop-lop" up in Port Arthur. They had seen what methods were adopted there to raise the battered warships, and they sought to apply the same principle to the case of the *Sully*. Besides, were they not helping their friend and ally by such calculations? So when it became known that the preliminary efforts of the salvage people to get the cruiser off the rocks had proved futile, a Russian officer at Kowloon came forward with his scheme. It is the fashion to scoff at the Russian ideas of seamanship and mechanical ability, but this intrepid Russian officer, whiling away his time in Kowloon, showed that he had the real terms of practical mechanical genius in his veins. He produced plans of what might be termed an embryo coffer-dam. So far as they went they were excellent—the idea was admirable. The more practical minds of the management at the Hongkong and Whampoa Dock Company grasped the suggestion like a shot. They saw the possibilities of the scheme, but they also said that it required some modification here and a little elaboration there. Probably the coffer-dam as it now stands is utterly unlike the plan drawn by the Russian, but it expresses the outcome of his originality. The fact that a Russian officer at Kowloon should have been the means of suggesting a way out of the difficulties which faced the salvage party in refloating the *Sully* must appeal to every one as a peculiarly interesting little episode.

THE UNWIELDY COFFER-DAM.

Now, with regard to the coffer-dam itself, it has been described as a coffin-shaped box. But that is not quite correct. It tapers from the fore end to about 40 feet at what may be called the bows. It is more unshapely than a Chinese junk, and has none of the picturesqueness of a junk. The bows are built up to a height of 35 feet, but the stern is open; it is a box with three sides only. At the open end the shape of the *Sully* has been hollowed out, gradually tapering away till at the bows of the coffer-dam we have the outline of the *Sully*'s bows. The idea, then, should be quite clear, even if the description is halting and vague. The coffer-dam will be towed to the Bay of Along, and sunk at the broad end below the *Sully*'s bows. It will then be cautiously worked under the cruiser until the bow of the vessel rests in the niche made for it in the coffer-dam. Then the pumps will be set in operation, and as the coffer-dam rises, the fore part of the *Sully* will rise with it, until the stranded cruiser is lifted clear off the rocks and slides once more into deep water. It is for that reason the sides of the coffer-dam are hollowed. Each side is composed of two pieces, strongly shored with great planks. One side must be sufficiently strong to resist the pressure of the water, and the other must be able to withstand the pressure of the *Sully* when once she is held vice-like in the grip of the coffer-dam.

THE TWO BOATS.

The question which people who saw the coffer-dam yesterday asked themselves was—How will they ever manage to tow that great crate to the Bay of Along? The two boats which have been engaged to do the work of towing the structure, lay heaving a few yards away. Bigger than the ordinary tug boat, they nevertheless looked puny and fragile beside the bulk of wood. Indeed they seemed fitter for a pleasure jaunt than the arduous task of

dragging this almost shapeless mass through the sea to Along Bay. But, of course, that is only a layman's opinion and does not count. Those at the Hongkong and Whampoa Docks, who are really competent to judge, hold the firm opinion that either the coffer-dam will save the *Sully* or the *Sully* is doomed. As a matter of fact they look forward to the day when the *Sully* will be triumphantly docked in Hongkong.

A PATRIOTIC VENTURE.

To a certain extent this effort on the part of the Hongkong salvage party and the Dock Company is an international affair, and the labours of those engaged on the coffer-dam have been inspired by a feeling of patriotism. Some of the writers on the French papers in Indo-China have indulged in gloomy forecasts as to the probability of saving the *Sully*, seeing that the work is in the hands of an English firm. Some have grumbled because it was decided to build the coffer-dam in Hongkong instead of Saigon. And some have been deeply pessimistic all the time. It remains for the Hongkong salvage party to prove that this coffer-dam—based on a suggestion received from a Russian officer in Kowloon—will perform the work for which it has been constructed, and show that after all Hongkong can carry through a forlorn hope successfully.

THE COFFER-DAM LAUNCHED.

The launching of this strange structure took place this morning at 9.45 o'clock, the affair being attended with no ceremony, and quite in the ordinary routine of business. There were quite a number of persons present, including Sir Paul Chater, Captain Owen Wilkes, and Messrs. E. C. Wilkes and W. G. Jack, many shareholders and some of the dock officials. As soon as it was slack water the order was given to "let her go," and one of the operators immediately cast off the last remaining line holding her to the slip-way. The coffer-dam started down the greasy ways, and slid into the water, where she was at once taken in tow by the tug-boat *Robert Cooke*, which had been standing by, and which towed her alongside the company's wharf, there to receive her finishing touches. The launching was a grand success, the coffer-dam taking the water without "cavorting" as it was half expected she would do on leaving the slipway. The dock officials then turned their attention to the day's business, as if launching huge coffer-dams was quite an every day occurrence. Air trunks have to be fitted on the sides of her deck, after which the coffer-dam will be taken in tow—as at present believed—by the s.s. *Hongkong*, and transferred to the scene of the work of the *Sully* in Along Bay. Mr. William Barker, electrical engineer, who is running the electric department of Messrs. E. C. Wilkes' business, is, we learn, fitting up an electric lighting plant, which will be taken down to facilitate the salvage work, and enable the salvage operators to work in any required position, either above or below water. Being built entirely of wood, with the exception of the strengthening iron plates necessary to prepare her to withstand all conditions of weather and the strain of the work before her, and being thus very buoyant, the coffer-dam will be loaded with heavy cables along the sides in order to submerge her, besides having her tanks filled, as it will be necessary to "put her down" to the level of her decks, only the air-trunks remaining above water. The only difficulty, apparently, in fitting the finishing operations—appears from the fact that the *Sully* lies, not straight up, but with a heavy list to port, and this will necessitate the coffer-dam being tilted to the same degree before submersion, in order to get her into proper position to "fit" the *Sully*'s bows. As she lay out in Kowloon this morning immediately after taking the water, she presented all the appearance of a floating dock broken loose, but did not look so unwieldy as she did while still lying on the slipway, for the *Robert Cooke* easily towed her to her position alongside the wharf. The result of this launching, which in itself is an historic event for Hongkong, and of the future operations with her assistance will naturally be watched with the greatest interest, for if this last resort fails, then it means the entire loss of the *Sully*. But good results may certainly be hoped for, since the operations will be carried out under the direct personal supervision of Mr. W. C. Jack, assisted by Captain Owen Wilkes.

THE ADMIRALTY'S OFFER.

It is stated, on what is usually considered sound authority, that the Admiralty have decided to grant the services of a British warship to tow the coffer-dam to the Bay of Along, where the *Sully* lies. No confirmation of this rumour is forthcoming, but in view of the *entente cordiale* and the fact that King Edward's visit to France the other day evoked the most enthusiastic expressions of good-will, none would be surprised to learn that the rumour is based on substantial grounds. If Great Britain really comes to the aid of the French Navy, at this time, the feeling of camaraderie between the two nations will be cemented with bonds of friendship which it would take a great deal to sever. It may be remembered that once at Toulon, or near that great naval base, Nelson helped a French frigate, which was in difficulties, although we were fighting at the time. France amply repaid us at Samoa when the *Calliope* gallantly breasted the typhoon and was the only warship, and the only vessel, to win her way through the storm, by cheering the British tars. It would be a pretty act of courtesy if Britain helps our friend and neighbour to save the *Sully*.

A SAN FRANCISCO cable of 1st inst., says that the Duke of Orleans has started on his expedition in search of the North Pole. He was given a great ovation prior to his departure. He will be accompanied part of the way, by another vessel. His intention is to follow the plan which yielded such good results in the case of Dr. Nansen, and get into the great current which sets in towards the North Pole with the hope of being able to drift near his goal.

INTEREST ON ACCOUNTS.

AN IMPORTANT POINT.

A point of considerable interest and importance to tradespeople was brought to the notice of the Puisne Judge at the Supreme Court yesterday morning when Messrs. Watkins Ltd. sued a Miss L. Desbain for \$33.10 in respect of goods supplied. It was pointed out to His Honour Mr. T. Sercombe Smith that of the amount claimed \$3.30 was in respect of interest on the amount of the bill for \$17.80, a sum which the defendant had paid into Court as value of the goods obtained. She declined to pay the interest and engaged Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist to argue the point in Court. He submitted that the plaintiff firm was not entitled to the interest on the amount of the bill, and in support of that contention quoted *Leahon Contracts*.

The Puisne Judge eventually held that Messrs. Watkins, Ltd., was not entitled to the amount claimed for interest, and judgment would be given them for \$27.80 only.

FINANCIAL RETURNS.

JANUARY—FEBRUARY.

The Hon. Mr. L. A. M. Johnston, the Colonial Treasurer, has submitted to Government financial returns for the period, January 1st to February 28th last, and a glance at the comparative statement of the revenue and expenditure during those two months will not be unattended with interest. The actual revenue in round figures, amounted to \$1,100,000 and the actual expenditure to \$991,500, as against \$844,000 and \$770,300, respectively, for the same period of the preceding year. The increases and decreases under the various heads of revenue show that the former is no less than \$289,500, while the falling off in the receipts under rent of Government property, etc. and interest is only \$30,500. Licenses and internal revenue brought into the Treasury upwards of \$235,300 more than was the case during the first two months of last year, while another satisfactory increase is that under the heading of Court fees, amounting to \$7,200 odd, while Post Office receipts were \$7,000 more than during the corresponding period of 1904. The increased revenue from Land Sales is most satisfactory the return showing an actual receipt of \$2,896.49 as against \$17,215.45 derived during the month of January and February last year. Turning to the expenditure side of the account we find an increase in some items of \$11,500 and a decrease in others of \$30,400. The contribution to the Imperial Government is responsible for an increase of \$13,100, while the alterations now being carried on at the old Post Office and doubling the work in connection with the new building has brought about an increase of \$13,000 under the heading of Post Office. The expenditure on the Medical and Bacteriological departments has decreased by \$6,500 odd, that on Public Works, recurrent, by \$6,300, and on Public Works, extraordinary by \$387.45. The statement of assets and liabilities shows assets amounting to \$1,757,885.37, and liabilities \$1,099,536.01, a balance on the right side amounting to \$657,349.31.

HOW THE RUSSIAN WORKMAN
LIVES.

Writing in the *Quiver* for April on "How the Russian Poor Live," Mr. L. Villari gives details of the food of the workers. Food for factory workers is sometimes provided by the employer, and paid for in various ways. Many mill owners keep food shops on their own premises, where the hands can purchase what they need; in other cases, the shop is farmed out to a middleman. Either the buyer pays cash down, or his purchase is written off against him in his account book and is deducted from his wages. The system leads to many abuses, for although there is a strict Government supervision over these shops, and a control over the price and quality of the food, the workmen, who are naturally improvident, are allowed to run up bills, so that they often receive no wages at all, but are perpetually in debt to their employers. The workmen cannot be compelled to buy their food at the factory shop, but it is sometimes made unpleasant for them if they do not; and very often there is no other eating-house within reach. Otherwise—and many factories in St. Petersburg have no feeding arrangements at all—they go to the *travki*, or cheap restaurant. These are very modest and uninviting establishments, with low-ceilinged rooms, greasy tables, and dirty floors. Here, too, the unfortunate artisan is apt to be exploited by his host, and induced to get into debt so that his custom may be forcibly retained. The food of the Russian lower class consists of rye bread *shchiki*, or cabbage soup, *kasha* (a sort of gruel), vegetables, and occasionally dried fish or a little meat. It is a common practice for a number of workmen to form themselves into an *arzel* or co-operative society for the purchase of provisions. In this way they can be fed for five to seven roubles a month. The everyday beverage is tea, which is drunk with sugar but without milk at all hours. In summer there is *kvass*, a non-alcoholic drink made out of certain berries; it is very refreshing and wholesome in hot weather. But the Russian loves his *vodka* best of all. It is made of fermented potatoes, and that of the better quality, such as you get in private houses or large restaurants, may be not unpalatable, but the commoner sorts are like the strongest spirits of wine. The workman or peasant cannot afford to drink it every day; but when he has saved up enough he buys a bottle and gets thoroughly drunk. It is a common sight to see men dead drunk, lying in the middle of the road at a.m., and in winter quite a number of people drop down "under the influence" in the snow and are frozen to death. *Vodka* cannot be obtained at the *travki*, but is bought at special shops, since it has become a State monopoly.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 11.55 a.m. The barometer has risen over N. China. The depression noted yesterday has probably advanced Eastwards to Korea. Gradients are likely to increase over the East coast of China, and the wind to freshen from NE. in the Formosa Channel. Moderate E. and SE. winds will probably continue to prevail over the N. part of the China Sea. Forecast:—Light to moderate SE. and R. winds; fair.

To-day's
Advertisements.THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the ELECTRO SILICON COMPANY, of 30, Cliff Street, New York, in the United States of America, have, on the 22nd day of November, 1904, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of ELECTRO SILICON COMPANY, who claim to be the Proprietors thereof. The Trade Mark has been used by the Applicant in respect of polishing powders and polishing materials in Class 50. Dated the 5th day of May, 1905. WILKINSON & GRIST, Solicitors for the Applicants.



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1894.

PARTICULARS OF THE LOT.

| No. of Sub-Registry No. | LOCALITY. | Boundary Measurements. | | | | Contents in Square Feet. | Annual Rent. | Upset Price. |
|-------------------------|--------------|------------------------|-----|-----|-----|--------------------------|--------------|--------------|
| | | ft. | in. | ft. | in. | | | |
| Lot No. 1241 | Conduit Road | 84 | 9 | 12 | 7 | 5,663 | 60 | 1,285 |

Hongkong, 6th May, 1905. [548]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
HONKONG VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"
Capt. Cogliolo, will be despatched for the above Ports, on SATURDAY, the 13th instant, at Noon.

At HONKONG, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARL WITZ & Co.,
Agents,
Hongkong, 6th May, 1905. [547]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 71.

{ Removal of the Tai-shak Barrier,
Back Reach.

NOTICE is hereby given that the Steam Dredger, "CANTON RIVER" will commence work at the TAI-SHEK BARRIER on or about the 14th inst.

Masters of vessels should continue to navigate the Old Channel until further notice, slow down when approaching the Barrier, and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacon.

The Dredger will exhibit by night the usual lights of a vessel at anchor, i.e., a white anchor light forward and a stern light.

J. HOWELL MAY,
Harbour Master.

Approved: F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 3rd May, 1905. [546]

Attentions.

ROBINSON
PIANO
COMPANY, LD.

With 17 years' experience of the
Hongkong climate

MANUFACTURE
IRON FRAMED
PIANOS

\$875, \$420, \$405

BEST MAKE OF

IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$495, \$585.

PIANOS FOR HIRE

OR ON

Credit Payments.

TALKING
MACHINES
AND
RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

OF EVERY
MUSIC DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines,
Guitars Strings.

Hongkong, 29th April, 1905. [521]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service, and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905 [68]

THE POPULAR
SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEK, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA"

Captain Boyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*...30th May.
S.S. *POLYNESIEN*...13th June.
S.S. *CALEDONIEN*...27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEK, EGYPT, MEDITERRANEAN,
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH-AFRICAN PORTS.)

THE Steamship
"CHUSAN"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on the 2nd July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to—

L. S. LEWIS,
Acting Superintendent.

Hongkong, 6th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing. |
|-------------------|-------|----------------|-----------|
| <i>Hyades</i> ... | 3,753 | Geo. Wright... | At May 23 |

Steamer marked (*) have no second-class passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamout* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 5th May, 1905.

FOO, CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Blaine Duplicator.
Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$9.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.,

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.



TAI KWONG CO.

36, Lyndhurst Terrace,
Hongkong, 2nd May, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX STREET.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

A LARGE BUNGALOW, with splendid
view of the sea front, No. 2, BAY VIEW,
KOWLOON, containing Five Large and Three
Small Rooms, with complete Electrical fittings,
Tennis Court and Garden.

Apply to—

H. RUTTONJEE,

Hongkong or Kowloon.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the Steata
Laundry Co., Ltd.

No. 1, RYON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF

DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATIONS. | CLOSING QUOTATIONS. |
|---|-------------------|------------|------------|---|------------------------|--|--|
| | | | | RESERVE. | AT WORKING ACCOUNT. | | |
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 8,000 | 1125 | \$125 | \$1,000,000 \$8,000,000 \$250,000 | 11,493,408 | {Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$2.46 for second half-year 1904 | { \$795 sales (London 280) \$37 buyers |
| National Bank of China, Limited | 69,925 | £7 | £5 | \$200,000 | \$41,768 | \$1 (London 3/6) for 1903 | |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 8,000 | £250 | \$50 | \$1,400,000 81,729 | \$150,494 | \$17 for 1903 | 6 1/2 % \$285 |
| China Traders' Insurance Company, Limited | 24,000 | £83.33 | \$25 | \$950,000 \$181,002 \$362,166 \$371,445 | Nil. | \$4 1/2 for year ended 30.6.1904 | 7 1/2 % \$57 buyers |
| North China Insurance Company, Limited | 10,000 | £15 | £3 | Tls. 800,000 | Tls. 217,119 | Interim of 7/6 1904 | 8 % Tls. 82 ex div. |
| Union Insurance Society of Canton, Limited | 10,000 | £250 | \$100 | \$1,850,000 20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,704 | \$2,078,997 | \$35 for 1903 | 5 % \$700 sellers |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$60 | \$1,000,000 \$125,675 \$1,501 | \$486,284 | \$12 and \$3 special dividend for 1903 | 9 1/2 % \$160 |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 \$125,675 \$1,501 | \$359,047 | \$6 dividend & \$1 bonus for 1903 | 8 1/2 % \$86 sellers |
| Hongkong Fire Insurance Company, Limited | 8,000 | £250 | \$50 | \$1,200,000 \$1,203,595 | \$360,372 | \$34 for 1903 | 11 1/2 % \$302 1/2 sellers |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$5,000 \$185,000 \$85,439 | \$8,832 | \$1 for 1904 | 5 % \$21 |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$250,000 \$600,000 \$158,444 | Nil. | \$2 for year ended 30.6.1904 | 5 1/2 % \$35 sales |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$1,200,000 \$205,000 100,000 | \$26,160 | \$1 for second half-year 1904 | 9 1/2 % \$26 1/2 buyers |
| Indo-China Steam Navigation Company, Limited | 60,000 | £10 | £10 | \$205,000 100,000 | £5,853 | 10/- for 1903 @ 1/10 5/16=\$5.378 | 4 1/2 % \$122 buyers |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | Tls. 25,000 | Tls. 43,762 | {Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 | 8 1/2 % Tls. 52 buyers |
| Do. (Preference) | 100,000 | £1 | £1 | \$4,116 | £8,852 | Interim of 1/1 (Coupon No. 5) for 1904 | 7 1/2 % Tls. 48 1/2 sellers |
| Shell Transport and Trading Company, Limited | 2,000,000 | \$10 | \$10 | \$60,000 | | {(\$1.80 & b. 40 cts.) for year ending 30.4.04 (\$0.90 & b. 20 cts.) | 5 1/2 % \$37 1/2 sales |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$15,093 | \$1,287 | | 4 1/2 % \$28 1/2 sellers |
| Straits Steamship Company, Limited | 5,000 | \$100 | \$100 | \$100,000 \$11,075 \$130,153 | \$21,231 | \$10 for 1904 | 8 % \$125 sales |
| Taku Tug and Lighter Company, Limited | 30,000 | T.Tls. 50 | T.Tls. 50 | Tls. 126,000 Tls. 276,679 | Tls. 6,190 | Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 | 11 1/2 % Tls. 28 buyers |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$430,000 | \$22,812 | Final of \$15 making \$20 for 1904 | 9 % \$225 |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | Dr. \$85,987 | \$3 for 1897 | \$27 buyers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 1,635 | Tls. 2 1/2 for year ending 30.6.04 | 4 1/2 % Tls. 60 buyers |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | \$40,000 | £7,820 | No. 3 of 1/6 | Tls. 7 1/2 |
| Oriental Consolidated Mining Company, Limited | 50,000 | G. \$10 | G. \$10 | none | G \$672,093 | 50 cents making G. \$1 for 1904 | 5 1/2 % G \$17 1/2 |
| Raub Australian Gold Mining Company, Limited | 50,000 | £1 | £1 | \$4,873 | Dr. \$4,029 | No. 12 of 1/-=48 cents | \$4 sellers |
| Société Française des Charbonnages du Tonkin | 15,000 | Fcs. 250 | Fcs. 250 | {Fcs. 251,337 Fcs. 1,539,652 | Fcs. 85,706 | Final of Fcs. 25 making Fcs. 55 for 1903 | |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Geo. Fenwick & Co., Limited | 6,000 | \$25 | \$25 | \$70,000 \$18,423 | \$8,577 | \$3.75 for 1904 | 11 1/2 % \$33 buyers |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 40,000 | \$50 | \$50 | \$200,000 \$250,000 \$33,500 | \$29,422 | Final of \$2 1/2 making \$5 for 1904 | 4 1/2 % \$100 |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$250,000 \$33,500 | \$498,269 | { \$6 dividend and \$1 bonus for 2nd half- year 1904 | 6 1/2 % \$205 |
| Howarth & Skine, Limited | 12,000 | \$100 | \$100 | \$60,000 | | \$10 div. & \$5 bonus for year end. 30.6.04 | 6 1/2 % \$350 buyers |
| New Amoy Dock Company, Limited | 6,000 | \$6 1/2 | \$6 1/2 | \$39,000 | \$489 | \$12 for 1903 | 6 1/2 % \$21 sellers |
| Riley Hargreaves & Co., Limited | 6,000 | \$100 | \$100 | \$150,000 | \$49,936 | { \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend | 5 1/2 % \$525 buyers |
| Do. (Preference) | 2,750 | \$100 | \$100 | Tls. 600,000 | Tls. 48,153 | Tls. 5 interim for 1904 1/2 | 8 1/2 % Tls. 157 |
| S. C. Farman, Boyd & Co., Limited | 55,200 | Tls. 100 | Tls. 100 | Tls. 487,210 | Tls. 10,711 | Final of Tls. 6 making Tls. 10 for 1904 | 6 % Tls. 187 1/2 sales |
| Shanghai and Hongkong Wharf Company | 31,000 | Tls. 100 | Tls. 100 | Tls. 59,880 | Tls. 10,711 | \$20 for 2nd half year making \$26 for 1904 | 6 1/2 % Tls. 187 1/2 buyers |
| Tanjong Pagar Dock Company, Limited | 37,000 | \$100 | \$100 | Tls. 12,000 | Tls. 2,762 | Tls. 18 for 1904 | 9 1/2 % Tls. 187 buyers |
| Yangtze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | Tls. 17,500 | | | |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | \$25 | \$25 | none | \$9,989 | \$2 1/2 for year ended 30.6.1904 | 8 % \$29 sales |
| Astor House Hotel, Limited (Tientsin) | 2,000 | T.Tls. 50 | T.Tls. 50 | Tls. 34,000 Tls. 8,000 | Tls. 806 | Final of Tls. 5 making Tls. 9 | 6 1/2 % Tls. 145 sales |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$100,000 \$10,000 | \$3,554 | \$5 for second half-year making \$10 for 1904 | 7 1/2 % \$148 buyers |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$50,000 | \$37,875 | Final of \$6 making \$12 for 1904 | 9 1/2 % \$127 sellers |
| Hôtel des Colonies Company, Limited (Shanghai) | 9,000 | Tls. 25 | Tls. 25 | Tls. 13,086 | Tls. 680 | Tls. 0.87 1/2 for the year ending 31.3.1904 | 4 1/2 % Tls. 32 buyers |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,500,000 \$200,994 | \$11,058 | 90 cents for 1904 | 7 1/2 % \$13 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$300,000 none | \$377 | \$3 for 1904 | 7 1/2 % \$391 buyers |
| Shanghai Land Investment Company, Limited | 52,000 | Tls. 50 | Tls. 50 | {Tls. 828,813 Tls. 170,000 | Tls. 40,666 | {Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904 | 7 % Tls. 115 sales |
| Tientsin Hotel des Colonies, Limited | 1,400 | Tls. 50 | Tls. 50 | none | Tls. 670 | Tls. 5 for 1904 | 10 % Tls. 47 sellers |
| Tientsin Land Investment Company, Limited | 7,750 | Tls. 100 | Tls. 100 | Tls. 67,500 | Tls. 725 | Final of Tls. 4 making Tls. 7 for 1904 | 5 1/2 % Tls. 125 |
| Wei-hai-wei Land and Building Company, Limited | 3,764 | Tls. 25 | Tls. 25 | none | Tls. 5,150 | None | Tls. 12 buyers |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | none | \$1,947 | Final of \$1.70 making \$3.20 for 1904 | 5 1/2 % \$55 sellers |
| COTTON MILLS. | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | none | Tls. 11,655 | Tls. 4 for year ended 31.10.1903 | 0 1/2 % Tls. 37 1/2 sales |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | none | \$22,862 | 50 cents for the year ending 31.7.04 | 3 % \$164 sellers |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | {Tls. 50,000 Tls. 35,727 | Tls. 13,639 | Interim of 5 % a/c 1898 | |
| Loou-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 10,000 | Interim of 4 1/2 a/c 1898 on 6,000 shares | |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 8,115 | Tls. 22,050 | 4 % for 1897 | Tls. 180 |
| CIGARS AND TOBACCO COS. | | | | | | | |
| Alhambra, Limited | 300 | \$200 | \$200 | \$779 | nil | \$125 for year ending 30.6.1900 | \$100 buyers |
| Philippine Company, Limited | 67,100 | \$10 | \$10 | | | First year | \$9 1/2 sellers |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | {Tls. 24,220 Tls. 25,000 \$250,000 \$25,000 | Tls. 1,091 | Final of Tls. 6 making Tls. 9 | 13 1/2 % Tls. 68 buyers |
| MISCELLANEOUS. | | | | | | | |
| A. S. Watson & Co., Limited | 50,000 | \$10 | \$10 | \$50,000 \$25,000 | \$2,883 | Interim of 50 cents for 1904 | 7 1/2 % \$122 buyers |
| Anglo-German Brewing Company, Limited | 4,000 | \$100 | \$100 | none | | First year | \$125 buyers |
| Bell's Asbestos Eastern Agency, Limited | 8,664 | 12/6 | 12/6 | none | £161 | 6d. per share for 1903 | \$118 buyers |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | \$10 | \$8,000 | \$1,182 | \$3 for 1904 | \$50 buyers |
| Central Stores, Limited | 6,000 | \$15 | \$12 | | | Final of 60 cents making \$1.80 for 1904 | 8 1/2 % \$27 sellers |
| Do. (Founders) | 123 | \$15 | \$12 | \$20,000 | \$1,502 | None | \$100 |
| Do. (New Issue) | 24,000 | \$15 | \$12 | | | Presidential of 7 per cent for 1904 | 6 1/2 % \$8 sellers |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | none | | \$1 for 1904 | \$13 sellers |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 30,000 | Tls. 718 | Tls. 5 for 1904 | 7 1/2 % Tls. 65 sales |
| China Light and Power Company, Limited | 100,000 | \$10 | \$10 | none | \$3,739 | None | 310 |
| China Provident Loan & Mortgage Company, Ltd. | 30,000 | \$10 | \$10 | \$8,000 | \$1,581 | 80 cents for 1904 | 6 1/2 % \$77 sales |
| Dairy Farm Company, Limited | 25,000 | \$7 1/2 | \$6 | none | Dr. Tls. 152,318 | \$12 for year ending 31.7.1903 | \$17 sellers |
| E. L. Mondon, Limited | 7,000 | Tls. 50 | Tls. 50 | none | \$2,700 | \$5 1/2 for 1902 | Tls. 25 sales |
| Fraser and Neave, Limited | 4,000 | \$50 | \$50 | \$12,500 | | \$5 div. and \$2 1/2 bonus for 1903 | 8 % 193 buyers |
| Green Island Cement Company, Limited | 100,000 | \$10 | \$10 | \$100,000 | \$95,054 | \$2 for 1904 | 7 1/2 % \$27 |
| Do. (New Issue) | 50,000 | \$10 | \$5 | \$25,000 | | First Year | \$17 |
| Hall & Holtz, Limited | 21,000 | \$20 | \$20 | \$186,000 | \$7,511 | Final of \$1 1/2 making \$2 1/2 | 10 1/2 % \$4 buyers |
| Hongkong & China Gas Company, Limited | 7,000 | £10 | £10 | {£23,109 £3,000 | £7,625 | £1 div. and 2/- bonus for 1903 | 7 1/2 % \$160 buyers |
| Hongkong Electric Company, Limited | 30,000 | \$10 | \$10 | none | \$1,747 | { \$1.00 } for year ending 30.4.1904 { 50 cents } | 5 1/2 % \$177 buyers |
| Hongkong High-Level Tramways Company, Ltd. | 1,250 | \$100 | \$100 | \$50,000 | \$4,795 | \$15 for year ending 30.11.1904 | 4 1/2 % \$118 buyers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$66,000 | \$5,356 | \$15 for 1904 | \$200 buyers |
| Hongkong Rope Manufacturing Company, Ltd. | 10,000 | \$50 | \$50 | \$60,000 | \$11,137 | Final of \$13 making \$17 for 1904 | 7 1/2 % \$24 sellers |
| Hongkong Steam Waterboat Company, Limited | 15,000 | \$10 | \$10 | \$25,000 | \$209 | Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.6.04 | 10 1/2 % \$18 buyers |
| Kat Brothers, Limited | 10,000 | \$100 | \$100 | \$475,000 | \$5,400 | \$8 for 1904 | 6 % \$33 buyers |
| Laure, Crawford & Co., Limited (Shanghai) | 3,500 | \$100 | \$100 | none | \$21,582 | Interim of \$5 | 18 % Tls. 244 sellers |
| Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Latagat, Limited | 25,000 | Gs. 100 | Gs. 100 | {Tls. 228,210 Tls. 19,405 | Tls. 35,849 | 1st quarterly of Tls. 7 1/2, paid 15.3.05 | 12 1/2 % \$23 |
| Maynard and Company, Limited | 3,400 | \$10 | \$10 | none | | \$1 for year ended 31.10.1903 | 9 % \$23 |
| S. Moutrie & Company, Limited | 4,000 | \$50 | \$50 | \$5,000 | \$832 | Final of \$3 making \$5 for the year ending 30.6.04 | 9 % \$54 sales |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | 1,200 | \$50 | \$50 | None | Dr. \$5,537 | None | \$50 |
| Shanghai Gas Company, Limited | 16,200 | Tls. 50 | Tls. 50 | {Tls. 145,000 Tls. 108,172 | Tls. 8,011 | Final of Tls. 5 making Tls. 4 1/2 for 1904 | 7 1/2 % Tls. 118 buyers |
| Shanghai Horse Bazaar Company, Limited | 5,400 | Tls. 50 | Tls. 50 | Tls. 45,000 | Tls. 10,247 | Tls. 5 for 1903 | 1 1/2 % Tls. 75 sales |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | Tls. 25,000 | Tls. 6,958 | Final of Tls. 8 making Tls. 14 for 1904 | 9 1/2 % Tls. 50 sales |
| Shanghai Waterworks Company, Limited | 7,200 | £20 | £20 | Tls. 24,000 | Tls. 7,369 | Final of 37/8 making \$4 6 for 1904 | 6 1/2 % Tls. 410 |
| Singapore Dispensary, Limited | 600 | \$50 | \$50 | \$20,000 | \$1,769 | \$6 1/2 for year ended 31.7.1904 | 8 1/2 % \$80 sales |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | none | Dr. \$39,020 | None | \$7 buyers |
| Steam Laundry Company, Limited | 5,000 | \$5 | \$5 | none | \$3,644 | {60 cents for year ended 31.5.04 \$10 for 1904 | 8 1/2 % \$15 |
| Straits Ice Company, Limited | 2,000 | \$100 | \$100 | \$25,000 | \$700 | \$10 for second half year 1904 | 13 1/2 % \$10 sales |
| Straits Trading Company, Limited | 350,000 | \$10 | \$10 | { \$750,000 \$50,000 | \$84,813 | { \$1 div. and 35 cents bonus for half year ended 30.6.1904 | 6 1/2 % \$227 sellers |
| Tientsin Native City Waterworks Company, Ltd. | 2,041 | Tls. 100 | Tls. 100 | none | Tls. 2,035 | Tls. 2 for half year | T.Tls. 100 |
| Tientsin Waterworks Company, Limited | 2,000 | T.Tls. 100 | T.Tls. 100 | Tls. 15,259 | Tls. 2,711 | Final of Tls. 4 making Tls. 8 for 1903 | 6 1/2 % T.Tls. 125 sales |
| United Asbestos Oriental Agency, Limited | 6,000 | \$10 | \$10 | \$4 | \$180 | { \$2 1/2 } for year ended 31.5.1904 { \$0.70 } | 10 1/2 % \$90 buyers |
| Do. (Founders) | 100 | \$10 | \$10 | | | | |
| William Powell, Limited | 12,000 | \$10 | \$10 | \$5,000 | \$688 | Interim of 50 cents for year 1901/1902 | 10 1/2 % \$21 buyers |